on those airports the fares are comparatively high as a result of the tourism being affected;

(c) whether there is any scheme regarding the extension of runway and improvement of airports; and

(d) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir. A large number of foreign tourists come to Himachal Pradesh every year to see various tourist places.

(b) At present the airport at Shimla, Kullu Manali and Kangra are capable of handling smaller type of aircraft and no scheduled operator is operating air transport services to/from these stations. Further, the Government does not regulate the air fares and the operators are free to determine the same in accordance with their commercial judgement and market forces.

(c) and (d) Yes, Sir. Runway at Kangra airport has already been extended from 3900 ft. to 4500 ft. The runway at Kullu Manali airport can only be extended beyond 3700 ft. after required additional land is made available by the State Government. Due to location of Shimla airport on the table top of a hill surrounded by deep gorges on all sides, runway extension beyond 4100 ft. is not possible.

Scrap disposal policy of AI

1174. SHRI SANJAY RAUT: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the scrap disposal policy of Air India as regards aircraft items;

(b) whether it is a fact that the lack of timely raising of scrap notes by the concerned departments for timely disposal of aircraft items results in further deterioration of the obtainable value of scrapped items;

(c) the details of aircraft items pending for disposal due to non-issuance of scrap notes; and

(d) what is Air India's policy and the plan of action to bring greater accountability in stemming the losses of Air India on this count?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) As and when the Engineering Shops scrap a

particular part, the same is transferred to Materials Management Department of Air India for disposal. These scrapped parts are disposed of through a tender process, duly categorized as metals, plastics, etc. This tendering is undertaken on behalf of Air India by the Metals Scrap Trading Corporation.

(b) No, Sir. Scrap Notes are raised in a timely manner.

(c) The issuance of scrappage note is a continuous process. The aircraft items are received in Air India Overhaul Shops which are dismantled, inspected and if found "Beyond Economical Repair" the same are scrapped and necessary scrappage advice is raised. As soon as the Scrap Note is raised, the items are handed over to Materials Management Department for further disposal action.

(d) The policy of Air India is to dispose of scrapped material as soon as there is a sizeable lot for the tenderers to bid for the same. So far there has been no accumulation of scrap material awaiting disposal. There is therefore no perceived loss in encashing the obtainable residual value. A computerized Online Materials Management System called "PROSPER" is already installed in Air India as a result of which the process of scrappage has become more efficient.

Prosecutions against vanishing companies

1175. SHRI JIBON ROY: Will the Minister of COMPANY AFFAIRS be pleased to state:

(a) whether under sections 63, 68 and 628 of the Companies Act, 1956, prosecutions were launched against 82 vanishing companies;

(b) if so, the details thereof; and

(c) whether vanishing of more companies from capital market was detected after such prosecutions?

THE MINISTER OF STATE OF THE MINISTRY OF COMPANY AFFAIRS (SHRI PREM CHAND GUPTA): (a) and (b) Prosecutions under Sections 63, 68 and 628 of the Companies Act, 1956 were launched against 111 vanishing companies. State-wise details of prosecutions are given in the Statement. (*See* below):

(c) No company has been identified as vanished after filing of prosecutions stated above.